









It looks that somebody is going to build a railroad, but whether it is coming to this town is not known as yet.

Taft is the heavy weight candidate for president, and the odds believe he will hold down the lid all right.

Enterprise don't camp around towns where every body are as rich as they want to be, but capital seeks live places.

Rain and more rain makes the grass grow, and keeps the farmers on the jump.

That beautiful lake in town back of the stores on South Main is a good place to raise fever and polly wogs.

Do away with liquor and pistols and loafing and this country would be a pretty place to live in.

Do you want to help your town? If so invest your money in enterprises to help, and not carry it elsewhere.

If everybody sat down and done nothing the town would be as dead as a mackerel.

Some people object to paying taxes on property that they own. Brother just give it to somebody who will pay the taxes with pleasure.

Now Dunaway gave the folks some plain talk, and told the whole truth, yet the bad old world will not heed the advice.

There was a time, now happily a number of years past, when parents were conceded almost the power of life and death over their children. They were permitted to beat their offspring at pleasure, and mercilessly whenever it suited their whim to do so. But an enlightened public sentiment has put a legal end to that sort of thing. The law now recognizes the rights of children and compels parents to discharge their duty towards them. The man who treats his own child with cruelty is amenable to the law just as if a neighbor's child had been the victim. Some parents in this community seem not to recognize this fact, but a few prosecutions like that started a day or two ago will doubtless have the effect of letting in a flood of light upon such parents. —Savannah News.

Underlying the present agitation to reduce passenger rates lurks this same feeling of hostility to railroads which I think in large measure arises from a feeling of antagonism to large corporations and business institutions. I would point out to the advocates of these reduced rates that they should be very careful lest in the end the results of the present agitation may not produce even larger and more powerful corporations than exist today, by bringing about conditions in which it is impossible for small corporations to thrive. Less than fifteen years ago practically all of the railroads of this state passed through an era of bankruptcy, receiverships and reorganization which swept most of the little lines out of existence. If a similar era is to result from the present day agitation it can only mean that the day of the small railroad is over and that they must be absorbed in and become parts of future corporations large enough and powerful enough to stand the strain of the more onerous conditions that the politicians are endeavoring to induce the public to impose. It has been and is the policy of our existing laws to foster and encourage our short lines of railroads, and if their usefulness is to be preserved to our state it is imperative that they should be allowed to share in the prosperity which they themselves have been the chief instruments in creating for their respective portions of the

Restaurant Still Open.

I take this method of stating that my restaurant is still open and will remain so during the entire summer. This is the only one that has ever run here during the summer months. I will appreciate a visit from my friends when they are in town. I will have fish on hand every Saturday.

J. F. Olliff.

General Hauling.

I am better prepared than ever to do your hauling, both light and heavy. Have better teams and will give it my personal attention. Also horses and mules to sell or exchange. Special attention given to moving heavy machinery.

J. M. Fordham.

Early Risers  
The famous little milk.

## In Re: Application for Reduction of Passenger Rates in Georgia.

Statement of J. Randolph Anderson on Behalf of Savannah & Statesboro Railway Before Georgia Railroad Commission at Its Hearing in Atlanta on April 23rd, 1907.

It is very generally admitted, I think, that the phenomenal development which is taking place in our state is largely due to the many small, independent lines of railroad which, like pioneers, have pushed out into the waste places and undeveloped districts of the state, and have brought or are bringing them into life and prosperity. It is also generally understood that these short lines of railroad lead to a performance of a hand-to-mouth existence and that for the most part their margin of profit is so small that a very slight change in their volume of business or in their rates spells for them the vital difference between continued existence and bankruptcy. It ought to be clear, but it does not seem to be appreciated, that these little roads must necessarily start out in a very small way and upon a very small scale in every respect, and that they must build themselves up and perfect and complete themselves in roadway, in equipment, and in facilities along with the growth of the territory they are serving and developing. It is difficult and often impossible for them to obtain credit or borrow money even to meet pressing needs. As a rule they are almost entirely dependent upon their earnings for obtaining the means of improving themselves; and their financial condition is kept strained almost to the breaking point by their struggle to keep pace with the demands which the accelerating development of their territory makes upon them.

In times of political agitation like the present, when the public is being led on and encouraged to policy of general and unreasoning hostility to railroads, no one says a word in favor of the small lines of railroad which are struggling along, often under most adverse conditions, working day and night to build up our state. In the hue and cry that is being raised, the trouble is that no one seems to stop long enough to think of them. Yet these small lines represent in the aggregate fully one-fourth of the total railroad mileage of Georgia.

Underlying the present agitation to reduce passenger rates lurks this same feeling of hostility to railroads which I think in large measure arises from a feeling of antagonism to large corporations and business institutions. I would point out to the advocates of these reduced rates that they should be very careful lest in the end the results of the present agitation may not produce even larger and more powerful corporations than exist today, by bringing about conditions in which it is impossible for small corporations to thrive. Less than fifteen years ago practically all of the railroads of this state passed through an era of bankruptcy, receiverships and reorganization which swept most of the little lines out of existence. If a similar era is to result from the present day agitation it can only mean that the day of the small railroad is over and that they must be absorbed in and become parts of future corporations large enough and powerful enough to stand the strain of the more onerous conditions that the politicians are endeavoring to induce the public to impose. It has been and is the policy of our existing laws to foster and encourage our short lines of railroads, and if their usefulness is to be preserved to our state it is imperative that they should be allowed to share in the prosperity which they themselves have been the chief instruments in creating for their respective portions of the

wholly dependent upon its business for its existence. Outside of Statesboro the only point which has yet developed sufficient business to support a regular, full-fledged agency is the small town of Brooklet, and that only within the past year. I estimate that we will have to depend upon Statesboro for fifty 70 per cent of our total freight business and 40 per cent of our total passenger business; and at Statesboro on all business we have to meet the competition of the Central of Georgia, which has a line from there to Savannah. This competition is very keen, and we have a hard struggle, on our limited resources, to furnish the accommodations and the service to enable us to meet it.

Under truckage agreement with the Seaboard we operate one passenger train daily each way between Statesboro and Savannah, a distance of say 53 miles. On these trains the average distance traveled per passenger last year was 14 miles. We also operate a mixed train daily each way between Statesboro Cuyler, a distance of 33 miles. On these trains the average distance traveled per passenger last year was 15 miles. In addition to these trains we operate one freight train daily each way between Statesboro and Cuyler.

Our outstanding capitalization consists of \$200,000 of common stock and \$185,000 of five per cent bonds. The fixed interest charges on the bonds therefore is \$9,250 per annum, and is equivalent to \$280.33 per mile of road. No further bonds on the present line of road are permissible under the terms of the mortgage. This capitalization scarcely did more than furnish the first beginnings of a railroad. All the many things needed in the way of equipment, facilities heavier truck, and otherwise to make it approximate a standard railroad have to be paid out of its earnings. Its net earnings have been steadily applied in this way and no dividend has ever been declared or paid upon its capital stock.

During the three year period ending June 30th, 1906, our figures show the following results:

Average total annual gross earnings	\$52,858.75
Average total annual operating expenses	\$1,878.55
Average total annual fixed charges & taxes	\$1,768.06
Average annual gross passenger earnings	14,586.45

From these figures it will be seen that our average gross annual passenger earnings have amounted to slightly in excess of 27¢ per cent of our total gross earnings. Under the conditions of our business and the service we render it costs us proportionately more for our passenger business than it does for our freight business but let us assume that in considering passenger rates it is only fair to apply this same percentage to the total of the operating expenses and fixed charges.

At present we are allowed to charge a charge a maximum of \$0.04 (four cents) per mile. On this basis our passenger results are as follows:

Gross passenger earnings per annum	\$14,586.45
Operating passenger expenses per annum	9,768.23
Net passenger earnings per annum	4,821.22
Less fixed charges and taxes	2,961.22
Leaving net income from passenger business	1,860.00

On 33 miles of road then we have only made a total net profit of \$1,860 from our passenger business annually for the past three years. This it will be admitted is a very narrow margin for financial safety. It does not include any allowance or estimate for accidents. We have had no passenger accidents of any moment and this narrow margin of profit shows that we simply cannot afford to have any. A single passenger accident involving a loss of as much as \$10,000 would wipe out all of our net passenger revenue for a period of at least six

months. In the handling of the present application for reduction of passenger rates, I take it that it is improper to consider anything but the passenger business of the lines in Georgia, and the effect upon it of any reduction at the present time. Freight rates and freight business must be left out of our consideration entirely. The two classes of service are entirely separate and distinct and the rates on each must be so adjusted and maintained that each may yield a reasonable profit. All fair-minded men will agree with the truth of the principle, laid down by the Wisconsin railroad commission, that from the standpoint of equity there is no justification for making a passenger contribute to the carrying cost of freight, and that to reduce passenger rates to a point where passengers are carried at a loss and to recoup such loss from the profits on freight rates would be to practice a species of piracy upon the shippers of freight.

Neither is it proper to consider the situation that may exist in other states where circumstances and conditions may be substantially dissimilar from those existing here. Even within the limits of our own state our laws wisely recognize that dissimilarities of conditions exist, so great that one line may profitably operate upon a rate which would bankrupt others if applied to all alike. The arguments of those who have preceded me at this hearing and the general answer by Mr. A. Pope, on behalf of the short lines of railroad in Georgia, have fully discussed the conditions existing here and throughout the country and have very forcibly pointed out: (1) that the density and character of our population in Georgia are such as yield a comparatively small passenger business and cannot justify a reduction of passenger rates at this time; (2) that owing to the enormous increases that have taken place in the past few years in the prices of all commodities and labor, the railroads not being allowed to raise their rates are already suffering from heavy shrinkages in their net revenues, in many instances to an extent that is alarming, and therefore the present time is not opportune for any reduction of their gross revenues; (3) that no supposable increase of travel could possibly make up the loss in revenue which the reduction would cause.

I desire to supplement this with a few facts relating particularly to the Savannah & Statesboro railway. This company is a short line of only 33 miles in length, extending from Statesboro, in Bulloch county, in a south-easterly direction to a point on the Fifth division of the Seaboard Air Line railway called Cuyler, in Bryan county, about 19 miles west of the city of Savannah. The territory traversed by this line is strictly rural and agricultural and is still very sparsely settled. Cuyler, our point of connection with the Seaboard Air Line railway, is merely a name on the map and has no inhabitants at all. For about 7 miles out from Cuyler the line runs close along the little Ogeechee river through a country which produces very little traffic and practically no passenger business. The most important point on the road is Statesboro, a thriving little city of about 2,500 inhabitants. It is the extreme northern terminus of our line and we are substantially

gross passenger earnings per annum	7398.23
passenger operating expenses per annum	\$705.23
fixed charges & taxes	2961.22
leaving annual deficit on passenger business	12720.45 7213.22
gross passenger earnings per annum	5485.23
passenger operating expenses per annum	9110.52
fixed charges & taxes	2961.22
leaving annual deficit on passenger business	12720.45 9116.52
gross passenger earnings per annum	3808.83

It is impossible to suppose that in our sparsely settled territory any such increased travel could be produced on these reduced rates as would begin to make up such losses as these. It has been suggested that the rates may be reduced for the big railroads and that the little ones be left alone, and would not be affected. This is a physical impossibility. I have estimated that 40 per cent of our passenger business is competitive at Statesboro with the Central of Georgia. If the Central of Georgia is put upon a two cent rate we must meet that rate or forfeit that part of our business. The result is shown clearly in the following table:

Present-Non-competitive passenger gross earnings	\$751.57
Present-Competitive passenger gross earnings (8884.55) on 2 cent basis	3889.72
Passenger operating expenses per annum	\$705.23
Fixed charges and taxes	2961.22
leaving on total business	12720.45 12641.59
deficit of	84.86

This result would inevitably follow and our passenger business be made to incur a deficit even though the order reducing the rates expressly exempted short lines. It is a striking illustration of the far-reaching effects of changes in rates, and of the interdependence of one line upon another as regards rate making.

Respectfully submitted,  
J. RANDOLPH ANDERSON,  
Pres't. Savannah & Statesboro Ry.

NOTICE.

Dr. A. L. R. Ayant and I having formed a copartnership, which went into effect on the 15th inst. It will be necessary for me to put in shape the notes and accounts held by me to that time. Those indebted to me, either by note or account, are requested to come forward and either settle or arrange the same at once.

M. M. HOLLAND.

FOR SALE.

80 horse engine and boiler good condition and saw mill complete, for sale on Savannah & Statesboro railway. Rough timber for 100,000 feet and more obtainable. —Statesboro Machine Works.

REMOVAL NOTICE.

I have moved my shoe and harness shop to the Fordham stand on West Main street, opposite the post office, where I will be glad to have my friends call on me when in need of repairs in my line. Nothing but first-class work is done at my shop. New harness made for old ones. I keep on hand a supply of stock and poultry foods. I appreciate the patronage of the people in the past and ask a continuance of same.

T. A. Wilson.

Notice.

For the purpose of dissolution we will sell our entire saw mill business. All machinery comparatively new; four miles east of Clito, Bulloch county, Ga.; in first-class running order; 15-horse power; 8 good mules; 1 wagon; 2 log carts; good supply of water; timber convenient to mill for two years work; shanties and all necessary buildings on mill ground. For further particulars see J. J. and J. B. Howard at mill.

# To Jamestown Exposition!

## Georgia Day and Savannah Day, JUNE 10th and JUNE 11th.

# Complete Trip \$57 Every Expense Paid,

including railroad and pullman transportation, baggage and passenger transportation, hotel rooms, meals en route on trains, admission to grounds for seven days, and entrance fees to a number of good shows, professional guides daily, water trips around the Naives of the world and Hampton Roads.

For further information call on or write

The Jamestown Company of Georgia, Statesboro, Ga.

**Mail Boxes.**  
The News has a shipment of mail boxes suitable for rural routes that was bought at a sacrifice and will be sold to our subscribers the same way. There are only a few of them, so if you want one cheap you had better come right along as they are not expected to stay here many moons.

When your backaches it is almost invariably an indication that something is wrong with your kidneys. Weak diseased kidneys frequently cause a break down of the entire system. DeWitt's Kidney and Bladder Pills afford prompt relief for weak kidneys, backache, inflammation of the bladder and all urinary troubles. Sold by W. H. Ellis.

**DeWitt's Carbolic Whitish Hazel Salve** does not merely heal on the surface; it penetrates the pores and promptly relieves pain caused by boils, burns, scalds, cuts and skin diseases. It is especially good for piles. Beware of imitations. Sold by W. H. Ellis.

## Don't Buy

Your spring and summer Wearing Apparel until you see our new spring catalog giving descriptions and prices of clothing and furnishings

For Men, Women and Children

## B. H. LEVY, BRO. & CO.,

SAVANNAH, GA.

The South's largest mail order house.

## New Livery Business.

Having leased the new brick stables of the Statesboro Buggy and Wagon Co., located on the north side of the court house square, I take this method of announcing that I have on hand a fine lot of teams, all brand new, which I will use in the livery business. If you want a team—either double or single—remember that I am here ready to serve your wants.

Prompt Service and Reasonable Terms is my Motto.

Respectfully,  
**DEMPSE BARNES.**

## Sorrier & Brannen,

## General Insurances and REAL ESTATE,

Statesboro, Georgia

**Georgia Immigration Progresses.**  
Every Arrangement Made for Handling the Coming of the Right Kind of Homeseekers  
The work of Georgia Immigration Association will be fully established by the time the direct immigrant steamship lines from Europe to Savannah are inaugurated in September. The state is being thoroughly organized under the auspices of the association, and when the immigrants begin to arrive they will be directed in a systematic manner to the sections where they are likely to do best.

John A. Betjeman, chairman of the executive committee of the association, whose headquarters are at Albany, Ga., has aided in forming a number of county organizations that will assist the state organization in its work of inducing thrifty and desirable aliens to become citizens of Georgia. He has found that a great many people are interested in the movement, and is kept busy supplying information to those who apply.

When a state committee composed of Hon. Hoke Smith, G. Gunby Jordan of Columbus, and Major W. W. Williamson, of Savannah, called on President Roosevelt while on their way to Europe to investigate labor conditions there, they found that the chief executive was in thorough accord with the purposes of the association. Prior to the committee's visit, Mr. Betjeman had been in conference with Secretary Straus, Commissioner Sergeant, Secretary Root, and Assistant Secretary Bacon. The association is working in perfect accord with the law, and having been organized for the sole purpose of benefiting the state and South, is making a painstaking effort to secure just the sort of people who are desirable as citizens.

The association is working out a very perfect system for the encouragement and distribution of immigrants being thrust upon any community which may not desire them. It offers the opportunity for every community—farmer, industry or investor—to secure them when they are desired.

A short time ago the Brooks county immigration association was organized and Mr. Betjeman visited Thomasville and Bainbridge with the result that the Thomas county and Decatur county organizations were immediately projected.

**Builded, Take Notice.**  
Having been in the building business for the past thirty years, I know what the builders want. First, is the right kind of material. Second, is the right kind of price. If interested, call to see me. I think I can interest you in both price and material.

A. J. Franklin,  
Office: North side of court house.

**LOST**  
Somewhere between my home and the court house, a brooch, engraved, "Laura Alderman." Finder will please return to Mrs. R. Lee Moore.

When your food has not properly digested the entire system is impaired in the same proportion. Your stomach needs help. Kodol For Indigestion and Dyspepsia not only digests what you eat it tones the stomach and adds strength to the whole body. Makes rich pure blood. Kodol conforms to the National Pure Food and Drug Law Sold by W. H. Ellis.

## Sash, Door and Blind Factory.

Having added sash, door and blind machinery to our plant we are now prepared to manufacture everything in wood that goes in a building. We are also prepared to do your building for you. Give us your work and save money.

We take pleasure in stating that we now have in stock in one of the new brick stores in the Brannen block, a full line of Builders' Hardware and Supplies. Our office and sales rooms will be found open during business hours where we will be ready to make you figures on anything you may need in our line. Our mills are still located on the line of the Central of Georgia R'y, where we will deliver all Lumber and Shingles.

We carry in stock in our uptown office a full line of Paints, Oils, Sash, Doors, Blinds and Builders' Hardware. When you need anything of this kind give us a call.

## The Statesboro Mfg Co.

# Produce.

The time of the year is now at hand when you will want to learn the best place where to ship your produce such as Chickens, Eggs, Pork, Turkeys, etc.

The undersigned are located near the city market and in a better position to obtain for you the very top of the market than anyone else. We have the benefit of several years' experience in this line and will do our best to get the best results from the shipments entrusted to us. Checks for all produce will be mailed the same day that produce is sold.

Respectfully,  
**L. J. NEVILL & CO.,**  
Cor. Congress and Jefferson sts., Savannah, Georgia.

## FIRST AND LAST

# SHIELD BRAND SHOES

Mean \$\$ made to all who buy or wear them. In style, ease and durability, "Shield Brand Shoes" toe the mark of perfection.

SOLD BY RELIABLE MERCHANTS ONLY  
**M. G. KISER CO., Manufacturers.**  
ATLANTA, GA.







